

UTAH TRANSPORTATION COMMISSION MEETING

Friday, November 17, 2023

Hurricane City Council Chambers - 147 North 860 West, Hurricane

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The November 17, 2023 meeting of the Utah Transportation Commission was called to order at 8:31 a.m. by Chairman Naghi Zeenati, and the Pledge of Allegiance was recited. Introductions of Commission members, UDOT staff and others were made and included the following:

Naghi Zeenati, Chairman	Josh Van Jura, UDOT Trails & Transit Director
Lew Cramer, Commissioner	Kevin Kitchen, UDOT Region Four Communications
Donna J. Law, Commissioner	Kim Manwill, UDOT Region Four
Jim Evans, Commissioner	Kirk Thornock, UDOT Region Four Deputy Director
Natalie Gochmour, Commissioner	Leif Elder, UDOT Policy & Legislative Services Director
Kevin T. Van Tassell, Commissioner	Monte Aldridge, UDOT Region Four Director
Ronda R. Menlove, Commissioner	Peter Asplund, UDOT Policy & Legislative Services Deputy Director
Carlos Braceras, UDOT Executive Director	Rob Clayton, UDOT Region Three Director
Lisa Wilson, UDOT Deputy Director	Rob Wight, UDOT Region One Director
Ben Huot, UDOT Deputy Director	Robert Miles, UDOT Traffic & Safety
Bob Pelly, UDOT STIP Coordinator	Robert Stewart, UDOT Region Two Director
Grant Potter, UDOT Communications	Ryan Anderson, UDOT Region Four
Heather Barthold, Commission Assistant	Shane Young, UDOT Internal Audit Director
Ivan Hartle, UDOT Programming Director	Stephanie Tomlin, UDOT Trails Division Leader
Jordan Lee, UDOT Technology & Innovation	Tiffany Pocock, UDOT Program Development Director
Keriann Noble, UDOT Technology & Innovation	Tracy Munson, UDOT Region Four
*Amy Emerson, UDOT Project Development	Troy Peterson, UDOT Operations Director
Andrea Olson, UDOT Planning Director	*Brigitte Mandel, FHWA Utah Division Deputy Director
Brett Slater, UDOT Region One	Kellon Ronspies, FHWA Region Four Area Engineer
Carmen Swanwick, UDOT Project Development Director	Nanette Billings, Hurricane City Mayor
Chris Hall, UDOT Region Four	Arthur LeBaron, Hurricane City Engineer
Eric Buell, UDOT Trails and Transit	Don Ipson, Utah State Senate
Eric Rasband, UDOT Region Three Planner	Marc Mortenson, SUBA
Jared Beard, UDOT Region Four	Mike Farrar, Apple Valley Mayor-Elect
*Jodi Howick, Assistant Attorney General, UDOT Counsel	Myron Lee, Dixie MPO

**indicates virtual participation*

[Hurricane City Mayor Nanette Billings](#) welcomed the group and talked about the critical roles that good roads play in connecting communities, and said UDOT's partnership and projects have improved transportation issues, helped stimulate the local economy and enhanced tourism. She expressed gratitude for the SR-7 and SR-9 connection and the city's first north-south connection. She asked for support and collaboration on upcoming projects in the area: the paving of Sheeps Bridge Road from SR-9 to SR-59, a tunnel under SR-7 near Sand Hollow, a connection of Sand Hollow Road between SR-9 and SR-7, and a connection of Purgatory Road through Washington County, Washington City and Hurricane City. She expressed gratitude for the solutions development study that UDOT is working on with the city, as well as grant planning with UDOT for trails systems.

LOCAL AREA PRESENTATION

Region Four gave a presentation on recently completed, current and upcoming projects in the area. Since 2013, \$545,331,628 and 91 projects have been allocated to Washington County.

PUBLIC COMMENTS

[Kevin Kitchen](#) read emailed comments:

[John K. Black of Monticello](#) wrote:

I really question UDOT's priorities in South Eastern Utah. Last year, they re-paved 22 miles on highway 276 to Hall's Crossing, which probably doesn't have a 100 vehicles per day. This year they paved the Needles overlooked road, which probably has less than that. Three people were killed on the construction of the turn lane into the needles overlook. UDOT can't be proud of that. The main traffic corridor in San Juan County is 191 North of Monticello and 491 East to the Colorado state line. This highway has over 1000 semi trucks per day plus slow

campers and lost tourists. The money needs to go where the vehicles travel the most! There are many places that passing lanes could be added economically. There is not one passing lane on 491 in the 17 miles westbound between the Colorado border and Monticello. When the traffic backs up, our 4 lane Main Street becomes a race track where cars try to pass in town. UDOT has made great improvements on 191 between Price and Green River, with alternating passing lanes. This needs to be done between Crescent Junction on I-70 and the state line to Colorado on 191 and 491. Thank you for your consideration of my input.

Mac Jones wrote:

My idea on how to stop crashes between people and trains at intersections: The same company built the air horns for all the front runners, so they all sound the same. The engine brakes at SR 9 and telegraph. I have talked to Hurricane city Mayor, City manager, Police, The Udot road crew manager, Who said he would look in to it but 2 years later nothing. The noise is often extreme and happens at all hours of the day and night from trucks coming off the I15 freeway engine braking for a 1/4 of a mile to the light at telegraph and SR9.

The other thing is the intersection at telegraph and walmart in washington. Due to the arrow design on the road and the way the traffic light is programmed the traffic will back up as many as 50 cars in the Walmart parking lot and 30 or more on the north side. I have talked to all the same people in Washington City as well as sent letters to Udot . I believe his name was Fender. Even sent a letter to the Capitol in Utah to any one who might care. Will anyone care in Udot? Questions to me on any thing not to well explained

Two things that I have tried talking about for years with no one wanting to do any thing about them: So there are 2 trains entering the intersection with their horn blowing sounds like one train. The second train is almost always not being seen by the persons waiting to cross. Change the pitch or the sound of each train so a big difference is heard when the horns are blowing at the same time. Try to avoid the common sound of freight trains. Even a pitch change while blowing would be good. Old engines had a very loud bell to announce that they were moving. If a bell was put only on the front of the train, when it is ringing at the approach to an intersection. With the other train leaving it would be obvious that another is coming.

Ryan Beck wrote:

I'm writing in reference to the planned roundabout at the top of N State Street in front of the State Capitol Building. As your team is no doubt aware after this evening's neighborhood council meeting, there is a great deal of frustration with the continued lack of coordination between UDOT and the community on decisions that greatly affect quality of life across the Capitol Hill historic district. This roundabout being the most recent example.

I recognize the legitimate need UDOT has for maintaining redundancy in its transportation network. And understand the role Capitol Hill plays in that redundancy for downtown access. What I do not understand is why current UDOT policy preferences and encourages access to downtown through the Capitol Hill historic district - especially in how it manages signal timing off of Victory Road, Main Street, 300 North and N. State Street during peak travel times.

In my conversations with Region 2 Director Robert Stewart, he suggested an openness to revisiting signal management to direct peak traffic away from the hill towards more suitable thoroughfares including (and especially) 300 West which has six lanes and is underused between Beck Street and North Temple during commuting hours. With no permanent changes to infrastructure, no closing down of roads and no loss of network redundancy - UDOT could single handedly significantly reduce traffic in the Capitol Hill Historic District by dissuading usage of Victory Road and N. State Street during peak hours via light timing changes. And thereby significantly improve quality of life on this hill.

I recognize this roundabout is very likely going to happen. After discussing with Director Stewart I also understand and am sympathetic to why it is happening (e.g., directive came from above him / UDOT was unable to run its regular process here). My only request is that as a show of good faith to this community can UDOT make a compensating change in signal timing to limit unnecessary traffic through a critical two lane historic neighborhood? This neighborhood would view that as an extremely meaningful change - I'm confident. And it would go a long way towards resolving some of the anger folks feel about another traffic change designed to increase throughput. My understanding is that the traffic study required to justify that change in signal timing has already wrapped up with the SLC Transportation Dept. and could be acted on in relatively short order if there was the willpower to make it happen at UDOT.

I have lived on North State Street for years. It is one of the crown jewels of the state. Hundred year old London Plane trees framing the processional pathway to the majestic Utah State Capitol. There's a reason thousands of

tourists walk from Temple Square up N State St. to the Capitol Building every month. There's a reason thousands of protestors make their voices heard on this street every year. This district matters to this city and it matters to this state.

UDOT has the power to return this historic district to its original role as a refuge from the city. You have the ability to make this a place where people come in even greater numbers to appreciate its beauty and make their voices heard. And I'm confident you can do it with no meaningful loss in regional transportation efficiency. I hope you will. Not just for me and my neighbors. But for the millions of people who will spend time on this hill in the decades to come.

PS: If we must have a roundabout - can we at least make that roundabout beautiful? Planter boxes or a fountain of some sort? This is such a powerful position in front of the Capitol building - it would be a double tragedy if it was just a cold concrete slab.

[Samuel Adams, Capitol Hill Resident, wrote:](#)

Yesterday, I attended a presentation to the Capitol Hill neighborhood council regarding a roundabout that is planned for the intersection at 300 N and State Street in Salt Lake City. At the meeting, it seemed clear that traffic analysis has not been conducted in connection with this project and that impact on residents and pedestrians has not been appropriately considered. The presenters did not seem to understand how traffic flows through this intersection (e.g., during the evening commute, most traffic is headed west, NOT east; traffic backs up from the light at 300 N and Main and traffic is almost nonstop, so there would be no opportunity for residents trying to leave the neighborhood during these hours to enter the roundabout to get out). Additionally, it eliminated a crosswalk at this intersection in an area that has heavy pedestrian traffic, both from residents and especially tourists.

I would like to see UDOT perform better analysis of traffic flows and pedestrian safety, both at this intersection and in this area. The presenters made it clear that the purpose of this project is only to improve this one intersection, although my fellow residents and I do not believe it will improve the intersection for pedestrians or for residents. But the problems at this intersection are a symptom of the dysfunctional traffic flow through the neighborhood in general, and an intersection cannot be changed without impacting the traffic pattern in the area as a whole.

I urge UDOT to reconsider its plans for a roundabout in front of the capitol, conduct a traffic analysis in association with this project, and communicate with residents and those who experience this intersection every day before implementing any solution. I also ask that UDOT consider what could be done more generally for this area to reduce traffic impacts (e.g., divert traffic to Main Street or 300 west) and improve pedestrian safety.

[Samuel Tew, Capitol Hill Resident, wrote:](#)

I recently attended a Capitol Hill neighborhood council meeting, during which a UDOT representative presented a plan for a roundabout in front of the Utah State Capitol at the intersection of State Street and 300 North along SR-186. In response to the presentation, I (and many other neighborhood residents) expressed concerns about the potential impact this roundabout would have on our area.

SR-186 is a two-lane highway in the middle of downtown Salt Lake City that cuts right through the middle of our Capitol Hill neighborhood. I live on State Street between North Temple and 300 North, and I see the thousands of cars that commute through our neighborhood during peak times in the morning and evening. Traffic is often backed up between North Temple up to 300 North, and then over to Main Street. A roundabout would only make travel through this area worse during peak times, especially during the evening, when it would become full of cars commuting through the north-to-west turn at the top of State Street back to Davis County.

The intersection at State Street and 300 North is also very popular with pedestrians and tourists. They come up Capitol Hill from downtown to recreate on the Capitol green and take pictures of this iconic area. The proposal did not seem to account for this heavy pedestrian traffic, and even seemed to remove the east-west crosswalk at the top of State Street on the south side of 300 North.

When presented with these and other concerns, the UDOT representative did not provide adequate responses. They indicated that the roundabout was not intended to address any of the current traffic flow issues in this area, but rather was simply a change to the intersection itself (for ill-defined reasons). They also indicated that no traffic analysis has been conducted as a part of this project. The final proposal is complete and is slated for implementation next year. However, I am deeply concerned that the proposed roundabout will not improve (and will likely aggravate) current commuter traffic concerns in our neighborhood. UDOT and its partners on this

project should work to better understand, analyze, and address the concerns and interests of all involved, including local residents. They should accept and respond to feedback in meaningful ways, instead of moving forward without broad consensus.

Additionally, the traffic issues of this particular intersection are a symptom of a bigger problem. Commuter traffic between Davis County and Salt Lake City travels through the middle of our neighborhood on two-lane residential roads. Even if this has been designated by the state as a highway, these roads (especially State Street north of North Temple, 300 North, and Columbus Street) are not well-equipped to deal with ever-growing commuter traffic. There are large four-to-six-lane roads out the outer boundaries of our neighborhood (North Temple and 300 West). In the long term, diverting commuter traffic to these roads makes much more sense than continuing to funnel traffic through the heart of the Capitol Hill residential district. Let's take this roundabout discussion as an opportunity to improve the resident, tourist, and commuter experience in this historic and iconic area of Salt Lake City.

Discussions on the roundabout project took place. Commissioner Cramer, as resident of the neighborhood, shared his thoughts about commuting through the area. Commissioner Gochnour asked for a follow up on the project. Carlos Braceras, UDOT Executive Director, said that the project is not a UDOT project; it is being driven by the Capitol Preservation Board, and UDOT is helping facilitate design work. Commissioner Gochnour asked if the Commission could send a letter to express that this is a troubling development that a project in an important part of the State is being done outside of the regular process and issues should be discussed. Carlos Braceras said they would have a conversation offline. Commissioner Gochnour asked for a follow up on how the Commission can help the State, but not get in the way of this project. Robert Stewart, UDOT Region Two Director, said there are two overlapping issues: the roundabout, and traffic within the area. He said UDOT can do things to help the flow of traffic in the area that is separate from the roundabout. Commissioner Gochnour talked about alternatives that could be used to better facilitate traffic.

[Senator Don Ipson](#) welcomed the group to Southern Utah. He expressed his appreciation to Carlos Braceras and the UDOT team and Commission for the work done for the State. He said UDOT is a well run organization and complemented how they work with the Legislature and citizens of the State, who all have opinions on how things should be done. He shared his thoughts on the traffic issue downtown between the Capitol and Temple Square, saying the solution is not simple. He expressed his appreciation for the great projects happening in Southern Utah and said the Commission has treated the area well. He said he appreciates what UDOT has done for the State, and Utah is lucky to have great leadership and a great team that supports them.

[Apple Valley resident and Mayor-to-Be Mike Farrar](#) spoke about safety issues on SR-59. He said the highway is fine, but drivers are dangerous. He questioned whether patrols, enforcement or mandates would be the solution. He said the road needs to have shoulders, and be a four lane highway because with all the current and upcoming growth, there will be more and more traffic, so the process needs to be started.

[Dixie MPO Transportation Planning Director Myron Lee](#) commented on improvements resulting from the projects reviewed and discussed in the Local Area Presentation and on the previous day's road tour, and thanked UDOT for their participation in those projects. He talked about Washington County's increasing growth and traffic, and said improving intersections on SR-9 to freeway interchanges and widening the route from I-15 to SR-7 is a high priority project on the MPO's long range plan. He also said SR-7 will need an interchange at Exit 5 in St. George and other interchanges as coming up development warrants. He emphasized the need for the Northern Corridor to connect Washington Parkway to Redhills Parkway and tie into SR-18 and Snow Canyon Parkway, and asked UDOT to press forward with the project as a vital link to the transportation system. He also talked about the grant the MPO received to look at and create a safety plan; he said the project is well underway, and there is a list of projects that can be done to improve safety, and asked UDOT to support those projects as they come to light.

[Aruthur LeBaron, Hurricane City Engineer](#), expressed his gratitude for great working relationships and, as part of the board for Healthy Dixie Council, along with Marc Mortensen, with the Southern Utah Bicycle Alliance and St. George City, expressed appreciation for the Commission and UDOT Region Four staff for their partnership

on numerous projects like the Bluff Street tunnel, that make multimodal options possible for residents and visitors. Marc said that Region Four Director Monte Aldridge and the Region Four staff are amazing and eager to listen, learn and implement measures to ensure motorists and cyclists can coexist in the community. He also expressed appreciation for Stephanie Tomlin, UDOT Trails Division Leader, who is already getting involved throughout southern Utah.

FHWA REPORT

Kellon Ronspies, FHWA Acting Project Delivery Team Leader, reported on the FHWA-proposed changes to work zone safety and mobility and temporary traffic control devices regulations to facilitate consideration of the broader safety and mobility impacts of work zones in a more coordinated and comprehensive manner across project development stages, reflecting continuous development and FHWA support for new technologies, strategies, and uses of new sources of data for work zone management that relate directly to the USDOT's transportation and organizational excellence goals. Other proposed changes include incorporating new definitions, reframing process review requirements, detailing positive protection applications, and providing newer publication references. The docket is open through November 20.

Kellon also reported on the Safe Streets and Roads for All (SS4A) grant awards for planning and demonstration projects to improve safety and help prevent deaths and serious injuries on the nation's roadways. In Utah, the City of Moab was awarded \$480,000; Richmond City, \$108,725; and Uintah County, \$120,000.

Kellon announced the Saving Lives with Connectivity: Accelerating V2X Deployment grant opportunity. Up to \$40 million in Federal funding for FY24 will be awarded to eligible entities to deploy, operate, document and showcase integrated, advanced roadway deployments featuring applications enabled by interoperable wireless connectivity (among vehicles, mobile devices and smart infrastructure) that substantially and quantitatively improve system safety, enhance traveler mobility, improve efficiency of goods movement, mitigate environmental impacts, and address disparities in transportation equity. Applications will be accepted through January 24.

UDOT SCOREBOARD

Cameron Swanwick, UDOT Project Development Director, reported on the construction program. Troy Peterson, UDOT Operations Director, reported on the Safety dashboard.

CONSENT AGENDA

Commissioner Evans moved to approve the items on the Consent Agenda. Commissioner Law seconded the motion, and the items were unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

PROGRAMMING

2024 STIP Amendment #2

SR-273: US-89 to I-15 - Scope and Funding Transfer

Region One requested approval to add scope and \$1,100,000 of High Volume funds to the SR-273; US-89 to I-15 project to address the need for deck pothole patching and a new microsurface. Commissioner Gochnour moved to approve the request and Commissioner Menlove seconded the motion. The request was unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

[650 North Dual Right Turn Lanes to Southbound I-15 - New Project](#)

Region One requested approval to add a new \$1,200,000 Transportation Solutions project to the current STIP. The 650 North Dual Right Turn Lanes to Southbound I-15 will allow better utilization of the existing dual left turn lanes on SR-126. Commissioner Menlove moved to approve the request and Commissioner Evans seconded the motion. The request was unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

[Cottonwood Canyons Transportation Study - Abandon Project](#)

Region Two requested approval to abandon the Cottonwood Canyons Transportation Study project and return the obligated \$2,000,000 to the Little Cottonwood Canyon (LCC) EIS PIN. The project was created to study the interaction of transit between Little Cottonwood Canyon and Big Cottonwood Canyon. The Little Cottonwood Canyon EIS and the Big Cottonwood Canyon Environmental Study cover the same scope, and after the completion of the LCC EIS, the project was no longer needed. Commissioner Gochnour moved to approve the request and Commissioner Van Tassell seconded the motion. The request was unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

[US-89; Arizona State Line to Buck Tank Draw - Funding Addition](#)

Region Four requested approval to add \$1,400,000 of High Volume funds to the US-89; Arizona State Line to Buck Tank Draw project to address bids coming in \$1,200,000 higher than estimated due to increases in asphalt and related construction items. Commissioner Van Tassell moved to approve the request and Commissioner Evans seconded the motion. The request was unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

[Technology Drive & 1300 South Bike Path - Funding and Scope Addition](#)

Region Four requested approval to add scope and \$320,000 of Region Transportation Alternative Project funds to the Technology Drive and 1300 South Bike Path project to address the addition of a trail segment along SR-210 between 1300 South and 1500 South. Commissioner Cramer moved to approve the request and Commissioner Law seconded the motion. The request was unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

[Bridge Formula Program: Garfield County Project Additions](#)

UDOT's Structures Division, requested approval to add a new \$7,700,000 project to the Bridge Formula Program to fully replace three locally owned bridges in Garfield County: the Sevier River Bridge on the north edge of Panguitch; the Henrieville Wash Culvert, south of Henrieville; and the Escalante River Bridge, west of Escalante. The existing structures are currently in low-fair or poor condition and are located off the Federal Aid Highway System, therefore the project will not require a local agency match under the Bridge Formula Program. Garfield County has been notified and is in support of the project. Commissioner Van Tassell moved to approve the request and Commissioner Menlove seconded the motion. The request was unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

[Cottonwood Wash Bridge Replacement - Funding Addition](#)

UDOT's Structures Division requested approval to add \$1,250,225.65 to the Cottonwood Wash Bridge Replacement project. In August 2021, a routine bridge inspection found that recent high water events had compromised the substructure elements of the bridge, resulting in an emergency repair effort, with the intent to fully replace the structure at a future date. The project is currently funded through the Federal Emergency

Relief Program. The cost increases are primarily due to the location of the project site. Additionally, the land adjacent to the bridge had unique cultural and environmental aspects that required approval from the Bureau of Land Management, as well as the Bears Ears Commission. This approval process added unforeseen time to the project schedule and increased overall design costs. The process also resulted in a change in scope to add concrete gutters and retaining barriers to mitigate the impact of the project on the adjacent cultural sites. Commissioner Evans moved to approve the request and Commissioner Cramer seconded the motion. The request was unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

PROTECT Plan - Funding Addition

Ivan Hartle, UDOT Programming Director, reviewed the request to add \$904,572 of set-aside 2024-2026 PROTECT Formula Program funds to the PROTECT Resilience Improvement Planning project to develop a Resilience Improvement Plan, prioritize projects, map threat areas, and carry out other resilience planning activities. Commissioner Menlove moved to approve the request and Commissioner Gochnour seconded the motion. The request was unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

Salt Lake City's Reconnecting Communities - New Project - For Information Only

A new project, Salt Lake City's Reconnecting Communities Study, was recently awarded \$1,970,000 from the Reconnecting Communities Pilot Discretionary Grant, and will be funded with the required match of \$1,270,000 from Salt Lake City, with an additional \$500,000 from UTA. The project has been approved by WFRC and added to the Transportation Improvement Program.

Project Combinations - For Information Only

Ivan Hartle reviewed recent project combinations, which have been done to provide efficiencies in project delivery.

Capacity Project Prioritization - Input List Development - For Approval

Andrea Olson, UDOT Planning Director, requested approval to finalize the list of highway projects and transit projects that will be ranked using the Commission's Project Prioritization Process. Andrea reviewed the Commission's proposed project additions to the 2023 Highway Input List:

- SR-30; Widen roadway from MP 95.1 to MP 102.3
- I-15; Widen from MP 368.3 to MP 372.6, SR-13 to Honeyville
- Santaquin Main Street/I-15 Interchange
- Center Street/I-15 New Interchange, Spanish Fork
- Corey Wride Freeway and Frontage Roads (east)
- Corey Wride Freeway and Frontage Roads (west)
- Pioneer Crossing 8-lane Expressway (Lehi South Expressway)
- Geneva Road from University Parkway to 620 North
- Provo Center Street: Geneva Road to 1600 West
- I-15; Widen NB from 2 lanes to 3 lanes from MP 180.2 to MP 187.1
- I-15; Add Travel Lanes and Improve Bridge, MP 59.8 to MP 65.1
- I-15; Widen SB from MP 28.1 to MP 38
- I-15; Widen SB from MP 43.5-56
- I-15; Widen NB from MP 15.9 to MP 20.5
- I-15; Widen SB from MP 16.5 to MP 24.0

Commissioner Menlove requested to also add the SR-30; Widen roadway from 90.7 to MP 95.1 project, and with that addition, Commissioner Evans moved to approve the request and Commissioner Cramer seconded the motion. The request was unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

Utah Trail Network Prioritization Process - For Approval

Stephanie Tomlin, UDOT Trails Division Leader, requested approval of the Active Transportation Investment Fund (ATIF) evaluation process that was presented to the Commission in September. Commissioner Van Tassell moved to approve the request and Commissioner Menlove seconded the motion. The request was unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

2024 INTERNAL AUDIT PROJECT SCHEDULE & QUALITY WORKFORCE PERFORMANCE AUDIT REPORT

Shane Young, UDOT Internal Audit Director, reviewed the schedule of performance audits for 2024, which reflects feedback from the annual enterprise risk assessment direction from the UDOT Executive and Deputy Directors. Shane also presented the results of the Quality Workforce performance audit.

ADMINISTRATIVE RULES

R909-1: Safety Regulations for Motor Carriers - For Review

Leif Elder, UDOT Policy and Legislative Services Director, reviewed changes to Rule R909-1, which conform with changes made to the definition of “Intrastate commercial vehicle” in 2023 HB 440, and updates references to the Code of Federal Regulations.

R909-19: Safety Regulations for Tow Truck Operators - For Review

Leif Elder reviewed proposed changes to Rule R909-19 that make clarifications to facilitate the administration of, and compliance with the rule, including changing the definition of a “drop fee” and the description of the circumstances for which a tower can charge a drop fee; stating that vehicle storage for towed vehicles must be in the county where the tow occurred; affirming that storage fees may only be charged if a vehicle is placed in a facility that meets the requirements of Utah State Tax Commission rules; and, requiring consent tow charges to be reflected on a separate receipt. The proposal also requires UDOT to annually index storage fees to the Consumer Price Index. Storage fees are the only towing fee that is not currently indexed. This change has been recommended by the Motor Carrier Advisory Board.

R914-5: Advanced Air Mobility Aircraft Registration - For Review

Leif Elder reviewed new rule R914-5. 2023 SB24 requires UDOT to make rules to register aircraft, such as drones, for commercial operations. The bill requires these commercial drones to register beginning January 1, 2024. The registration fee acts as an in lieu of fee for property taxes similar to what is currently done for aircraft owned by commercial carriers and charter companies. In other words, drone owners would either pay property taxes or a registration fee. In addition to establishing a registration fee, SB 24 allows the rule to address a system for classifying aircraft; technical guidance for complying with state and federal law; criteria for waiving registration requirements; and rules regarding operation.

R940-11: Guidelines for Partnering with Local Governments - For Review

Leif Elder reviewed Rule R940-11, which allows the Commission to consider as a financing option “agreements regarding new revenue a county or municipality expects will be generated as a result of the construction of a state highway improvement project”. The rule is being converted to a Commission rule because Section 72-2-123 requires the Commission, not the Department, to make the rule. Other changes made are for clarity and conformance with the rule writing manual.

R940-6: Prioritization of New Transportation Capacity Projects - For Approval

Leif Elder reviewed changes to Rule R940-6, which incorporates the Prioritization Process document that was approved by the Commission in August 2023. In the future, if the Commission approves changes to the prioritization document, the rule will have to be modified to reflect the new approval date. Other changes to the rule include modifying the web address for the prioritization document; clarifying what capacity means for a TTIF transit project; harmonizing matching requirements with recently passed legislation; clarifying how the match requirement will be calculated; updating rule language deadline with projects that are included on the input list to be consistent with current practices; and updating language to conform with the rule writing manual. Leif requested approval to forward the rule to the Office of Administrative Rules for further consideration. Commissioner Evans moved to approve the request and Commissioner Law seconded the motion. The request was unanimously approved.

In favor: Commissioners Cramer, Law, Evans, Gochnour, Van Tassell, Menlove, Zeenati

Opposed: None

R918-4: Using Volunteers and Third Party Contractors for Litter Control - For Review

Peter Asplund, UDOT Policy and Legislative Services Deputy Director, reviewed changes to R918-4, which establishes the new volunteer litter cleanup program that has replaced the Adopt-a-Highway program. The proposed changes include requirements to ensure the safety of volunteers, as well as the clarification of requirements of UDOT's existing Sponsor-a-Highway program.

INFORMATIONAL ITEMS

Commission Committee Reports

[Commissioner Menlove](#) reported on Cache MPO and Trails meetings. [Commissioner Gochnour](#) said that the State's new population estimates will be published the first week of December and she will share that information at the next meeting.

[Commissioner Evans](#) reported on HTRZ meetings. [Commissioner Cramer](#) reported on the recent auction of 19 parcels.

[Commissioner Law](#) expressed her hope for receiving a grant for the I-15 South Cedar interchange. [Commissioner Van Tassell](#) reported on WFRC meetings. [Chair Zeenati](#) reported on Dixie Transportation Executive Council and Community Impact Board meetings.

Upcoming Transportation Commission Meetings

- December 14-15, 2023, UDOT Complex
- February 8-9, Tooele
- March 21-22, UDOT Complex
- May 9-10, UDOT Complex
- June 27-28, Washington County
- August 15-16, Provo
- September 26-27, Garden City
- November 14-15, Monticello
- December 12-13, 2024, UDOT Complex

Commissioner Evans moved to adjourn the meeting at 11:34 a.m.



Heather Barthold, Commission Assistant